City of Kirkland

Transportation Benefit District

A Transportation Benefit District is one possible tool to improve the City of Kirkland's capacity to repair, maintain, and improve the City's roadway network to align with the Community's needs and goals.

Measuring Road Health

The following two measures taken together are an indication of the road system's health and are directly related to each other.

Pavement Condition Index (PCI)

The PCI classifies roads according to their condition either at the time of their visual survey or in the future as a result of the computer simulation. A few key PCI ratings are:

- PCI of 100: brand new asphalt road
- PCI of 85: ideal condition of an overall roadway network
- PCI of 70: Kirkland's current network goal based on available funds
- PCI less than 20: failed street

Level of Deferred Maintenance

The level of deferred maintenance is the amount of money it would require to return the overall street network to a PCI of 85. Often, the resources, funding, equipment, and manpower would not be available or able to complete the volume of work at one time to upgrade the entire road network. A deferred maintenance value of $0 would be the ideal condition of the roads.

The more roads are allowed to deteriorate by deferring their maintenance, the more expensive they are to repair. Lower PCIs correspond with higher repair costs and thus higher deferred maintenance. Inflation and the increased cost of asphalt, a petroleum based product, dramatically compound this issue.

Street Preservation in Kirkland

Since the mid 1990's, the City has used a computer based street pavement monitoring and rating system to prioritize road repairs and maintenance. The process consists of:

- Visual survey of road conditions are performed every three to five years to identify the type, extent, and severity of various key defects on the road network (250 miles);
- Rating roads based on their Pavement Condition Index (PCI), an industry standard index composed of the information gathered from the survey;
- Computer simulation of the impacts of degradation and various repair strategies;
- Prioritization of maintenance projects based on available funding, acceptable repair techniques, and coordination with other projects.

Roads are then repaired using the appropriate technique, ranging from a low-cost slurry seal to high-cost road reconstruction.

Slurry seal improves road conditions at a low cost per square yard

Deteriorated road in need of full reconstruction

Where are we now?

Kirkland currently has approximately $6 million/year for all transportation capital projects. Of that amount, $2.5 million is dedicated to the street preservation program; combined with $300,000 for day-to-day maintenance, the total budget for the annual street preservation program is $2.8 million/year. Based on existing funding levels, projections are that the road system will continue to degrade; the PCI will continue to decline. Increasing the annual street preservation budget will improve the PCI of Kirkland's road network and lengthen the life of our streets in a cost-effective way:

- No change (i.e. $2.8 million/yr) leads to a PCI near 60 in 2020
- $6 million/yr would bring Kirkland's streets to an average PCI of 70 in 2020
- $10 million/yr would bring Kirkland's streets to an average PCI of 85 in 2020

Implementing a Transportation Benefit District

What is a Transportation Benefit District (TBD)?

Local governments are authorized to raise revenue for transportation projects through Transportation Benefit Districts (TBD) in a number of ways:

Voter approval of sales tax levy of up to 0.2% (or 20 cents for every $100 purchase), or up to $100 annual vehicle license fee per vehicle

OR

City Council approval of annual vehicle license fee up to $20 per vehicle. There is no public vote required for this action.

What does a TBD do?

TBD's provide local revenue for essential transportation projects, which are locally identified to be funded based on a list of specific criteria:

- Improve safety
- Improve travel time
- Improve air quality
- Maintenance
- Improve connectivity for all modes (transit, bikes, cars, etc.)
- Cost effectiveness of investment
- Other criteria adopted by the local governing body

How might Kirkland use the TBD revenue?

Current planning is that ninety percent of revenue would go toward the annual street preservation program and 10% of the funds would go toward neighborhood traffic control, lighting and pedestrian crossings, projects that had to be cut in 2011-12 budget process. Public input on projects and priorities will help shape final proposals.

How could a TBD fee affect road conditions?

The effect of various TBD fees is shown below:

- $20 vehicle fee maintains PCI of 65
- $40 vehicle license fee would provide funding to achieve the current goal of 70
- $100 vehicle fee leads to PCI of 80

Public Feedback

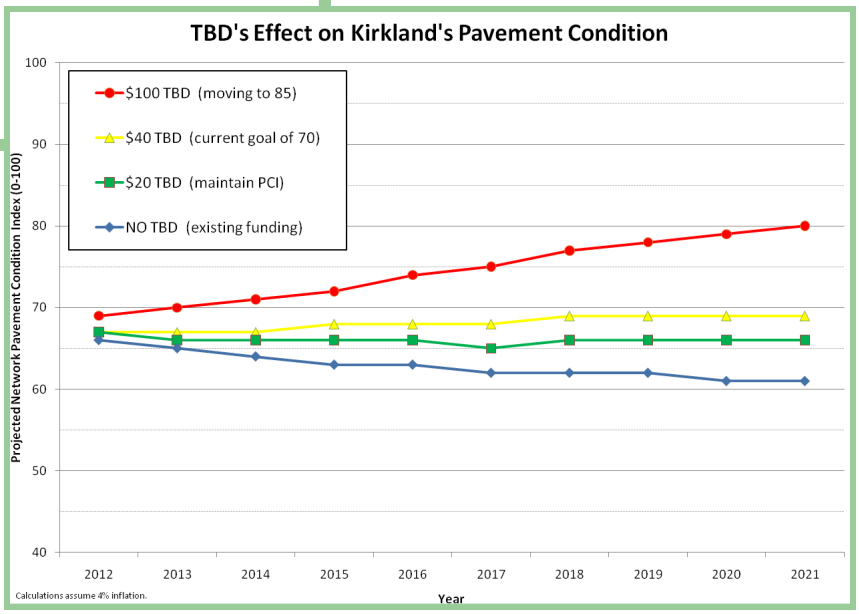
The City Council is looking for public feedback regarding the potential implementation of a local TBD.

The City will be hosting various information sessions at neighborhood meetings in September, October, and November.

The schedule of neighborhood meetings is available at kirklandwa.gov/neighborhoods.

The City will distribute surveys at the meetings to gather information regarding residents' opinions on creating a TBD in Kirkland.

Traffic Control along Market Street



To learn more about Kirkland's potential TBD, please visit our web site:

www.kirklandwa.gov and search "TBD"

Or feel free to contact:

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